

~~Administrative - Internal Use Only~~*after mar 73*

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Government-Provided Employee Parking

REFERENCE : Memo dtd 26 May 70 to DCI fr DD/S, same subject

1. This memorandum is for your information.

2. The purpose of the reference was to establish a basis for the Director to determine that it is essential for the Agency to provide employees assigned to the Rosslyn area with parking facilities at Government expense. The purpose of this memorandum is to update and reconfirm the current validity of the facts, and that they also apply to employees who have been relocated subsequent to submission of reference in the Chamber of Commerce Building at 4600 Fairfax Drive, Arlington.

3. The reference established that:

a. The Comptroller General, in two decisions in February 1970, ruled that the General Services Administration has authority to lease parking spaces for vehicles of employees "where it is determined that in order to employ and retain personnel to perform the work of the agency at a particular location and thus avoid a significant impairment of operating efficiency..." The rulings involved the Department of Transportation in the District of Columbia, and Department of the Navy in "buildings in Arlington County adjacent to the District of Columbia."

b. The availability of free parking was nil for 1,900 personnel in the Rosslyn area, while there were 5,950 free parking spaces at Headquarters and other area locations.

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a. So far as we know, only one agency, the Department of Transportation, has taken action under the Comptroller General rulings to provide leased parking facilities at no expense to its employees. The Office of Management and Budget opposes such action, and a recent press release concerning this opposition is attached.

b. Free parking continues to be unavailable within reasonable proximity of Agency offices in Rosslyn, and there is no indication that such facilities will be planned or become available in the future.

c. The average monthly cost of the 818 parking spaces available in the Ames, Key, and Magazine Buildings has increased to \$24. Seven hundred and eighty-eight of these spaces are leased to Agency employees at an annual cost of \$227,000. The scarcity of Rosslyn parking facilities is such that there are waiting lists for parking spaces at both the Ames and Key Buildings. The number of Agency employees driving to work in the Rosslyn area, but not parking in Agency leased buildings, is not known. This information and an updating of the residential patterns included in reference could be obtained only through another parking survey. We do not propose such action because of the time required, and the probability of raising false hopes again on the part of Agency employees working in the Rosslyn area.

d. Due to the general trend toward increased Rosslyn parking rates and the disparity compared with the free parking privilege afforded to Headquarters employees, the Rosslyn parking-cost irritant can be expected to continue as a source of employee discontent.

e. The four individual bus systems in the Washington area are now under public ownership and the Washington Metropolitan Area Transit Authority (WMATA) recently began operating all area bus transportation on a consolidated system basis. Due to this consolidation, bus

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schedules are now undergoing extensive review and revision, and WMATA officials advise that it will be two weeks before they can provide a comprehensive synopsis of the revised schedules between Rosslyn and the various areas where Agency employees live. Although a number of schedule changes will undoubtedly take place, it is assumed that bus service and fare costs are approximately the same at this time as they were during the public transportation survey conducted as a part of the study under reference. Some reduction in costs are already being afforded to those who must transfer buses, since free transfers are now provided system-wide by WMATA. With regard to future fare costs, WMATA officials point out that holding them at present levels depends primarily on driver personnel wages since they represent 75 percent of bus system costs.

f. Agency requirements for Rosslyn parking must necessarily be projected at 788 since this represents the total of all spaces available for employee use at this time in Agency leased buildings in Rosslyn. Funds totalling \$227,000 annually will be needed to undertake the cost of the 788 Rosslyn parking spaces.

g. Problems similar to those in the Rosslyn area may continue to exist with those relatively few employees who are under cover in most cases and located in scattered commercial buildings both within and outside the Washington area. It is considered that any solutions reached on the Rosslyn problem can be used as guiding principles in tailoring solutions to any similar situations found to exist on a smaller scale at the other scattered locations.

5. A review of the parking situation at the Chamber of Commerce Building indicates that the facts concerning the Rosslyn problem are generally applicable to both locations. Following is supplemental information related specifically to the Chamber of Commerce location:

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Approved For Release 1999/09/28 : CIA-RDP85-00988R000600100029-5

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a. Two hundred and eleven Agency employees are now parking in or adjacent to the building at an average cost of \$16 monthly, or a total of \$41,000 annually. At present there is no waiting list for parking space at the building.

b. WMATA officials advise that revised bus service and fares applicable to the Chamber of Commerce location will be generally equivalent to those for Rosslyn.

c. Agency requirements for Chamber of Commerce Building parking are projected at 211 since there is no waiting list and this represents the total of all requirements for employee use at this location. Funds to undertake the cost of the 211 Chamber of Commerce parking spaces will total \$41,000 annually.

6. In summary, current parking space requirements in the Rosslyn and Chamber of Commerce Building areas total 999 overall. Providing these spaces at Government expense will require \$268,000 annually. In addition, there may be other instances where Government-provided parking will be found essential for employees working under similar circumstances in scattered locations within and outside the Washington area. The extent of such requirements is considered to be relatively small and will not result in any substantive change to the above overall requirements.

John F. Blake
Director of Logistics

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